

## **602 KAR 50:010. Definitions relating to 602 KAR Chapter 50.**

RELATES TO: KRS 183.861 to 183.990, 14 C.F.R. Part 77, 91.119

STATUTORY AUTHORITY: KRS 183.011(15), 183.861

NECESSITY, FUNCTION, AND CONFORMITY: KRS 183.861 empowers the commission to regulate the use of land within and around all public use and military airports in the Commonwealth. This administrative regulation defines the terms used in the administrative regulations of the Kentucky Airport Zoning Commission.

Section 1. Administrative Terms. (1) "Administrator" means the Administrator of the Kentucky Airport Zoning Commission or any individual to whom he has delegated his authority in the matter concerned.

(2) "Commission" means the Kentucky Airport Zoning Commission created pursuant to KRS 183.861 to 183.990.

(3) "FAA" means the Federal Aviation Administration.

(4) "Local zoning body" means an independent, joint or regional planning commission or any local government which is a member of a planning unit created pursuant to KRS Chapter 100.

Section 2. Aeronautical and Zoning Terms. (1) "Aeronautical study" means a review or analysis of the effect of the proposed construction or alteration of a structure upon the operation of an airport and the safe and efficient utilization of the navigable airspace.

(2) "Aircraft" is defined in KRS 183.011(2).

(3) "Airport" is defined in KRS 183.011(5).

(4) "Airport land use permit" means the approval by order of the commission of a request by a public use airport to change a use or activity within an airport to one which is otherwise prohibited by the administrative regulation of the commission.

(5) "Airport master plan", "airport layout plan" or "airport map" means the basic plan for the layout of an existing or proposed public use airport that shows at a minimum:

(a) The present boundaries of the airport and of the off-site area that the owner of a public use airport owns or controls for airport purposes, and of the proposed additions to the airport boundaries;

(b) The location and nature of existing and proposed airport facilities (such as runways, taxiways, aprons, terminal buildings, hangars, and roads) and of their proposed modification and extensions; and

(c) The location of existing and proposed nonaviation areas, and of their existing improvements.

(6) "Airport reference point" means that point on an airport which is used to geographically locate the airport.

(7) "Alter a structure" means to increase or decrease the height of a structure or change the visibility of a structure by painting, marking or lighting the structure in a manner different from the painting, marking, and lighting standards set forth in the administrative regulations of the commission.

(8) "Approach clearance surface" (military airport) means an inclined plane, symmetrical about the runway centerline extended, beginning 200 feet beyond each end of the primary surface at the centerline elevation of the runway end and extending for 50,000 feet with the following characteristics:

(a) The slope of the approach clearance surface is 50 (fifty) to one (1) along the runway centerline extended until it reaches an elevation of 500 feet above the established airport elevation;

(b) It then continues horizontally at this elevation to a point 50,000 feet from the point of beginning;

(c) The width of this surface at the runway end is the same as the primary surface, it flares

uniformly, and the width at 50,000 is 16,000 feet.

(9) "Approach surface" (public use airport) means an imaginary surface at an airport longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface and is applied to each end of each runway based upon the type of approach available or planned for that runway end and has the following characteristics:

(a) The inner edge of the approach surface shall be the same width as the primary surface and shall extend uniformly to a width of:

1. 1,250 feet for that end of a utility runway with only visual approaches;
2. 1,500 feet for that end of a runway other than a utility runway with only visual approaches;
3. 2,000 feet for that end of a utility runway with a nonprecision instrument approach;
4. 3,500 feet for that end of a nonprecision instrument runway other than utility, having visibility minimums greater than three-fourths (3/4) of a statute mile;
5. 4,000 feet for that end of a nonprecision instrument runway, other than utility, having a nonprecision instrument approach with visibility minimums as low as three-fourths (3/4) statute mile; and
6. 16,000 feet for precision instrument runways.

(b) The approach surface shall extend for a horizontal distance of:

1. 5,000 feet at a slope of twenty (20) to one (1) for all utility and visual runways;
2. 10,000 feet at a slope of thirty-four (34) to one (1) for all nonprecision instrument runways other than utility; and
3. 10,000 feet at a slope of fifty (50) to one (1) with an additional 40,000 feet at a slope of forty (40) to one (1) for all precision instrument runways.

(c) The outer width of an approach surface to an end of a runway shall be that width prescribed in this subsection for the most precise approach existing or planned for that runway end.

(10) "Conical surface" (public use airport) means an imaginary surface at an airport extending outward and upward from the periphery of the horizontal surface at a slope of twenty (20) to one (1) for a horizontal distance of 4,000 feet.

(11) "Conical surface" (military airport) means an imaginary surface extending from the periphery of the inner horizontal surface outward and upward at a slope of twenty (20) to one (1) for a horizontal distance of 7,000 feet to a height of 500 feet above the established airfield elevation.

(12) "En route obstacle clearance area" means that airspace needed for an airway, a feeder route, or a Federal Aviation Administration approved off-airway route for the Kentucky airports described in the "U.S. Terminal Procedures, Southeast Volume 1 of 3".

(13) "Established airport elevation" means the highest point on an airport's existing or planned runway expressed in feet above mean sea level.

(14) "Horizontal surface" (public use airport) means an imaginary horizontal plane at an airport 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs and shall meet the following specifications:

(a) The radius of each arc shall be:

1. 5,000 feet for all runways designated as utility or visual; or
2. 10,000 feet for all other runways; and

(b) The radius of the arc specified for each end of a runway shall have the same arithmetical value which shall be the highest determined for either end of the runway and if a 5,000-foot arc is encompassed by tangents connecting two (2) adjacent 10,000-foot arcs, the 5,000-foot arc shall be disregarded on the construction of the perimeter of the horizontal surface.

(15) "Horizontal surface, inner" (military airport) means an imaginary plane that is oval in shape at a height of 150 feet above the established airfield elevation and the plane is constructed by

scribing an arc with a radius of 7,500 feet about the centerline at the end of each runway and interconnecting these arcs with tangents.

(16) "Horizontal surface, outer" (military airports) means an imaginary plane, located 500 feet above the established airfield elevation, extending outward from the outer periphery of the conical surface for a horizontal distance of 30,000 feet.

(17) "Military airport" means any airport operated by an armed force of the United States.

(18) "Navigable airspace" is defined in KRS 183.011(15) and air space at and above the minimum safe altitudes of flight and the air space necessary for normal landing or taking off of aircraft and except where necessary for takeoff and landing, the minimum safe altitudes as defined in 14 CFR 91.119 are:

(a) Over any congested area of a city, town or settlement, or over any open air assembly of persons, an altitude of 1000 feet above the highest obstacle within a horizontal radius of 2000 feet of the aircraft;

(b) Over other than congested areas, an altitude of 500 feet above the surface except over open water or sparsely populated areas; or

(c) Over open water or sparsely populated areas, an altitude of 500 feet above any person, vessel, vehicle or structure.

(19) "Permit" is defined by KRS 183.011(18).

(20) "Primary surface" (public use airport) means an imaginary surface longitudinally centered on a runway with the following characteristics:

(a) If the runway has a specially prepared hard surface, the primary surface shall extend 200 feet beyond each end of that runway;

(b) If the runway does not have a specially prepared hard surface, or planned hard surface, the primary surface shall end at each end of that runway;

(c) The elevation of any point on the primary surface shall be the same as the elevation of the nearest point on the runway centerline; and

(d) The width of a primary surface shall be the width prescribed below for the most precise approach existing or planned for either end of that runway:

1. 250 feet for a utility runway having only visual approaches;

2. 500 feet for a utility runway having nonprecision instrument approaches; or

3. For other than a utility runway the width shall be:

a. 500 feet for a visual runway having only visual approaches;

b. 500 feet for a nonprecision instrument runway having visibility minimums greater than three-fourths (3/4) statute mile; or

c. 1,000 feet for a nonprecision instrument runway having a nonprecision instrument approach with visibility minimums as low as three-fourths (3/4) of a statute mile, and for a precision instrument runway.

(21) "Primary surface" (military airport) means a surface located on the ground or water longitudinally centered on each runway with the same length as the runway and the width of the primary surface for runways is 2,000 feet.

(22) "Public use airport imaginary surfaces" means the air space around an airport necessary for the safe landing and taking off of aircraft with the following characteristics:

(a) The size of each imaginary surface is based on the category of each runway according to the type of approach available or planned for that runway;

(b) The slope and dimensions of the approach surface applied to each end of a runway are determined by the most precise approach existing or planned for that runway end; and

(c) The types of imaginary surfaces are defined in this section.

(23) "Public airport" is defined in KRS 183.011(20).

(24) "Public use airport" is defined in KRS 183.011(21).

(25) "Runway" means the surface of an airport used for landing and taking off of aircraft as depicted on the airport zoning map, airport master plan or Federal Aviation Administration (FAA) form 7480-1, Notice of Landing Area Proposal and the types of runways and their approaches for airport zoning purposes are:

(a) "Nonprecision instrument runway" means a runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in nonprecision instrument approach procedure has been approved or planned, and for which no precision approach facilities are planned, or indicated on an FAA planning document;

(b) "Precision instrument runway" means a runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS), microwave landing system (MLS), or a Precision Approach Radar (PAR) and also includes a runway for which a precision approach system is planned and is so indicated by an FAA approved airport layout plan or any other FAA planning document;

(c) "Visual runway" means a runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument designation indicated on an FAA approved airport layout plan, or by any planning document submitted to the FAA by competent authority;

(d) "Utility runway" means a runway that is constructed for and intended to be used by propeller-driven aircraft of 12,500 pounds maximum gross weight and less; and

(e) "Other than utility runway" means a runway that is constructed for and intended to be used by aircraft with a maximum gross weight both above and below 12,500 pounds which may be propeller-driven, turbo-propelled, or jet-propelled.

(26) "Terminal obstacle clearance area" means that airspace needed for the initial, intermediate, final and missed approach segments of an instrument approach procedure and the circling approach in instrument departure areas for the Kentucky airports described in the "U.S. Terminal Procedures, Southeast Volume 1 of 3".

(27) "Transitional surface" means the imaginary surface at an airport which extends outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of seven (7) to one (1) from the sides of the primary surface and from the sides of the approach surfaces and includes transitional surfaces for those portions of the precision approach surface which:

(a) Project through and beyond the limits of the conical surface; and

(b) Extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline. (KAV-8-1; 1 Ky.R. 806; eff. 5-14-75; Am. 2 Ky.R. 14; eff. 9-10-75; 304; eff. 3-10-76; 5 Ky.R. 597; eff. 3-7-79; 10 Ky.R. 442; 768; eff. 1-4-84; 14 Ky.R. 265; eff. 9-10-87; 19 Ky.R. 796; 1077; eff. 11-4-92; 20 Ky.R. 148; eff. 9-3-93; 23 Ky.R. 4214; eff. 8-11-97; 27 Ky.R. 2226; 2772; eff. 4-9-2001.)